

# CHINA

THE



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, MONDAY, OCTOBER 13, 1879.

日廿月八年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROENT, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HIRSCHEN & Co., Manila.

CHINA.—Macao, Messrs. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks:

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.

Deputy Chairman—Hon. W. KESWICK.

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H. HOPFUS, Esq.

A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, August 18, 1879.

## NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there at ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,

p. Manager.

Oriental Bank Corporation,

Hongkong, May 28, 1879.

COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th & 16th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £900,000.

HEAD OFFICE—14, RUE BERGERE,

PARIS.

AGENCES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency, receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,

Manager, Shanghai.

Hongkong, May 20, 1879.

## Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3/4 per Annum.

6 " 5 1/2 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Acting Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:

For 12 months, 5 per cent. per annum.

6 " 4 per cent. "

3 " 2 per cent. "

H. H. NELSON,

Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.

RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

## NOTICE.

M. ALEXANDER C. LEVYSOHN

retired from our Firm in HONGKONG and CHINA on the 31st of December last, and Mr LORENZ POESNECKER was admitted a PARTNER therein on the same day.

Mr JULIUS KRAMER has been authorized to sign our Firm for Procuration at CANTON.

ARNHOLD, KARBERG & Co.

Hongkong, October 11, 1879.

## Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 11th Oct., 1879.

RECRUIT and M. L. GUN DRILL at MURRAY BATTERY on TUESDAYS, at 5.15 p.m., at which all MEMBERS who have not passed these DRILLS are requested to attend.

FIELD GUN DRILL at the NORTH BARRACKS on THURSDAYS, at 5.15 p.m.

A. COXON,

Captain-Commandant H. K. A. V.

IMPERIAL MARITIME CUSTOMS.

CONTRACT FOR THE SUPPLY OF LIGHT-HOUSE OIL.

SEALED TENDERS will be Received at this OFFICE till 1st December next, for the SUPPLY of 4,000 IMPERIAL Gallons PEA-NUT OIL for Use at the LIGHT-HOUSES in the Southern Division of CHINA, for the Year 1880. Printed forms of Tender can be obtained on application to this OFFICE.

The Oil to be perfectly Pure and Unmixed, of the best Quality and Colour, free from Sediment, and to be delivered at the Customs Godowns, AYOR, in the following Quantities, viz.:

2,000 Gallons on or before 31st December.

2,000 Gallons on or before 1st July, 1880.

The Oil will be measured as delivered, and each Tender must be accompanied by a Sample in a clear Glass Bottle of not less quantity than half a Pint.

No Tender will be accepted on any other form than that issued from this OFFICE.

The Commissioner does not pledge himself to accept the lowest or any Tender.

H. E. HOBSON,

Commissioner of Customs.

CUSTOM HOUSE,

AYOR, 5th October, 1879.

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## For Sale.

### FOR SALE,

#### EX RECENT ARRIVALS.

DEVON'S NONPAREIL KEROSINE OIL (Certified 150° Fire Test).

The New Students' READING LAMPS for Nonpareil Kerosine, (are perfectly Safe and give a Light equal to, but more mellow than Gas).

AMERICAN FLOOR OIL-CLOTH in New Patterns.

LIGNUM, the New Floor-Cloth for Halls and surrounding Billiard Tables.

Royal IRISH CONSTABULARY REVOLVERS.

COLT'S POCKET DERINGER PISTOLS.

AMERICAN DINING-ROOM CHAIRS.

PERAMBULATORS. RIDING and DRIVING WHIPS.

BRIDLES. GARDENING TOOLS.

HORSE CLIPPERS. CUMSHAW TEA.

TODDY KETTLES. RUG STRAPS.

LAWN TENNIS SETS. PAINT BOXES.

PENKNIVES. RAZORS. SCISSORS.

SPONGES. PLAYING CARDS. PERFUMERY.

CHUBB'S CASH BOXES. New MEERSCHAUMS.

Well-Seasoned MANILA CIGARS and CHEROOTS.

UNDERSHIRTS and ASSORTED HOSIERY.

VEGETABLE, FLOWER and LAWN GRASS SEEDS.

NEW SCARFS, TIES, BRACES, &c.

WALKING STICKS and UMBRELLAS.

GOLDEN GATE BAKER'S EXTRA FLOUR.

FRESH HAMS and CHEESE. New HATS.

COIN DOOR MATS.

LANE, CRAWFORD & CO.

Hongkong, October 1, 1879.

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## For Sale.

**MacEWEN, FRICKEL & Co.**  
13 QUEEN'S ROAD, AND 22 PRAYA,  
Beg to direct special attention to their well  
selected Stock of  
WINES, SPIRITS, &c.

**CUTLER PALMER & Co.'s "CARTE  
BLANCHE."**

**HEIDSIC & Co.'s MONOPOLE,**  
Pints and Quarts.

**A DOLPHIE COLLIN'S BOUZY  
CABINET.**

**M UMM'S (JULES) C H A M -  
M PAGNE, Pints and Quarts.**

**POMMERY**

**AND**

**G RENO'S CHAMPAGNE.**

**NEYEN'S (BODEN)  
N BOUZY, Pts. & Qts.**

**E X T R A S E C, Quarts.**

**CHARLES HEIDSICK'S WHITE SEAL,**  
Pints and Quarts.

**VEUVE CLIQUOT PONSARDIN, Pints  
and Quarts.**

**THEOPHILE ROEDORER & Co.'s VER-**

**ZENAY MOUSSEUX, Pts. & Qts.**

**KRUE'S CHAMPAGNE, Pints and Quarts.**

**MacEWEN, FRICKEL & Co.**

**CUTLER PALMER & Co.'s CHA-**

**TEAU MOUTON.**

**LORMONT, Pints**

**AND Quarts.**

**RAUZAN (CHATEAU), Pints and Quarts.**

**ERMITAGE LUDON.**

**THIBEAU (CHATEAU), Pints & Quarts.**

**CHATEAU LAROSE (CURIE AND  
ADET'S), Pints and Quarts**

**CHATEAU LAFITE, Pints & Quarts.**

**LE GRAVES, Pints and Quarts.**

**BREAKFAST CLARET, Pts. & Qts.**

**OLD INVALID CLARET.**

**ST. JULIEN, &c., &c.**

**BREAKFAST CLARET.**

**MacEWEN, FRICKEL & Co.**

**BURGANDY, HOCK, SHERRIES,  
&c.**

**Cham-**

**berlin, Chablis**

**(White), Liebfraumilch,**

**Hackheimer, Niersteiner,**

**Steinberger Cabinet, Rudesheimer**

**Berg, Konin Victoria Berg, Cha-**

**teau Yquem, Grand vin, Haut Sauterne,**

**Marsala, Saccone's Pale Dry White**

**Sea Sherry, Yellow Seal Amon-**

**tillo Sherry, Cutler Palmer**

**and Co.'s Sherry, In-**

**valid Port (1848),**

**Hunt's Port.**

**MacEWEN, FRICKEL & Co.**

**BRANDY, WHISKY, LIQUEURS,  
&c.**

**1, 2  
and 3 star**

**HENNESSY'S**

**BRANDY, LA**

**GRANDE MARQUE**

**BRANDY, CUTLER**

**PALMER & Co.'s BRANDY,**

**ROUTE GUILLER & Co.'s**

**BRANDY, 1 to 4 stars, Finest**

**Old BOURBON WHISKY, highly**

**recommended, KINAHAN'S LL Irish**

**WHISKY, JAMESON'S Irish WHISKY,**

**Royal GLENDER WHISKY, AVH GIN,**

**SWAIN'S BOARD & Co.'s OLD TOM**

**GIN, LA GRANDE CHARTREUSE,**

**Green and Yellow; MARAS.**

**CHINO DE ZARA, CURA-**

**CAO, Pints and Quarts;**

**ANGOSTURA,**

**BOKEE'S and**

**ORANGE**

**BITTERS,**

**&c., &c.,**

**&c.**

**MacEWEN, FRICKEL & Co.**

**HEATED WATERS.**

**SODA WATER,**

**LEMONADE,**

**TONIC WATER,**

**SARSAPOARILLA,**

**&c., &c., &c.**

**The**

**Finest Stock**

**of CIGARS, CAVITE**

**CHEROOTS, PRINCESA**

**CHEROOTS, PRINCESA CIGARS,**

**ACROERS, VEGUEROS, &c., &c.**

**All Specially Selected, CABLE COIL**

**TOBACCO (Very Fine), EM-**

**PRESS OF INDIA,**

**AND BEST**

**NAVY.**

**MacEWEN, FRICKEL & Co.**

**CROSSE & BLACKWELL'S,**

**MOIRS, AND**

**AMERICAN HOUSEHOLD STORES,**

**SHIPS' STORES of every Description,**

**HEMP, and COTTON, CANVAS,**

**RUSSIAN, MANILA, and WIRE ROPE,**

**SAIL-MAKING, and RIGGING promptly**

**executed.**

**MacEWEN, FRICKEL & Co.**

**Hongkong, September 20, 1879.**

## Auctions.

## PUBLIC AUCTION.

## GENERAL WEEKLY SALE:

**T**HE Undersigned will sell by Public Auction, on

**TUESDAY,**

the 14th October, at Noon, at his Auction Sales Rooms, Pedder's Wharf,—

**4 bales 7-lb. GREEN BLANKETS.**

1 case All Wool Striped Fancy Flan-

nela.

Scarlet, Pink and White Flannel,

Woolen Scarves, Woolen Mts, Tweeds,

Deekins, Grey Meltons, Cloth, etc., etc.

200 doz. White Huckaback Towels.

25 doz. Merino Undershirts.

50 doz. White Cotton Socks.

Kerosine Hanging Lamps, Wall

Lamps, etc., etc.

40 drums Hubbuck's Pale Boiled Lin-

seed Oil.

20 drums Hubbuck's Turpentine.

20 coils Hoth's Russian Rope, 2 to 3

inches.

120 drums English Paints, assorted

colors.

50 cases Board's Old Tom.

Brandy, LL Whisky, AVH Gin,

Claret, etc., etc.

23 cases Champagne, Sillery Moun-

seux.

50 boxes Sperm Candles.

Morton's Oilman's Store.

Brown Windsor and Fancy Toilet

Soap.

Toys, Flower Pots, Fancy Porcelain

Ware.

200 doz. Liquor Glasses.

Revolvers and Cartridges.

25 cases pts. Norwegian Beer, Chris-

tania Brewery, 6 doz. each.

And a Variety of Other GOODS.

TERMS.—Cash on delivery.

G. R. LAMMERT,

Auctioneer.

Hongkong, Oct. 11, 1879. ocl4

## PUBLIC AUCTION.

**T**HE Undersigned have received in-

structions from Messrs ADAMSON,

BELL & Co., to sell by Public Auction,

(For account of whom it may concern,) ON

**TUESDAY,**

the 4th of November next,

(Unless previously disposed of by Private Contract.)

The British Barque

**"CHOCOLATE,"**

as she now lies at Anchor off Yow-matee.

She was built of Oak and Elm at

NANTES in 1868, and is well and favorably

known on this Coast. She is well

found in Sails and Gear generally, has 2

BOWER ANCHORS, each with 100 fathoms

Cable; also 1 SPARE ANCHOR and 2

KEDGES. She has been recently opened

for survey, and is still open for inspection.

For further particulars, apply to

Messrs ADAMSON, BELL & Co., or to the

Auctioneers.

Hongkong, Oct. 11, 1879. ocl4

## PUBLIC AUCTION.

**T**O BE SOLD by PUBLIC AUCTION,

shortly, on a day to be

hereafter named, unless previously dis-

England are as follows:—Mrs. J. H. Stone, Miss Kittle Wilson, Miss Anna Wilson, Miss Ella Wilson, Mrs. D. B. Sickle, Mrs. Mirey and child, and Mr. J. M. Campbell in cabin; and 470 Chinese in steerage.

## NORTH CHINA INSURANCE CO.

The Directors have now to place before the Shareholders the Third Half yearly Statement of the Company's Accounts, shewing its financial position on 30th June last. It will be observed that, to meet the requirements of the present Deed of Settlement, the Working Accounts of each year are now shown separately.

1878.—Payments connected with the underwriting of this period have been made amounting to Taels 151,278.48 net, of which it will be remembered that Taels 136,207.14 were already known at date of last Report, and the balance of undivided profits stands at Taels 132,424.02. This includes the sum of Taels 50,000 set aside in April last for future division among contributing Shareholders, which the Directors propose should be distributed by the declaration of a Second Contributory dividend of Five per cent.

1879.—The Net Premiums earned during the six months January to June, deducting Returns and Re-insurances as usual, amount to Taels 495,476.68, the balance carried forward from the Half-year's Working Account being Taels 820,254.55. Further Claims for the same period, but which had not come into the Company's Books at date of the Balance Sheet, amount to about Taels 62,000.00.

Agencies.—Messrs. T. R. McLellan & Co. now represent the Company at Kurrachee in place of Messrs. Finlay & Co., and Agencies have been established at Akyab, Bassin, Chittagong, and Moulinlou under the care of Messrs. Bullock Bros. & Co.

Directors.—Messrs. C. Lyall Grant, David Brand, and H. Sutherland having resigned their Seats at the Board, Messrs. F. H. Bell, Alex. Sim, and H. R. Hearn have been elected to fill the vacancies, and their appointment is submitted for the confirmation of the Shareholders.

By order of the Court of Directors,  
J. KENNARD, Acting Secretary.

REUTER'S TELEGRAMS.  
(Straits Times.)

CENTRAL ASIA.

London, Sept. 30.—The Russians claim to have routed the Turkomans with a loss of several thousands. The Russian loss is given at 435 killed and wounded.

## AFGHANISTAN.

Simla, Sept. 30.—Dahka has been reoccupied without opposition.

London, Oct. 3.—An interview has taken place between Signor Cairoli, the Prime Minister of Italy, and the Baron d'Haymerle, Ambassador to Italy for Austria-Hungary, at which assurances of friendship were exchanged.

The Greek Commission is at a standstill.

## ARRIVAL OF THE "OCEANIC" AT YOKOHAMA.

The O. & O. S. S. Oceanic is about to leave this port for Liverpool to undergo certain necessary additions and reparations after the hard work she has done on the line between San Francisco and Hongkong. This fine vessel, finding no competitors in speed, has taken to beating her own passages, though probably Captain Metcalfe, animated by the wish to deprive Captain Parcell of his laurels, was determined to outdo all that had been done before. On December 26th, 1876, the Oceanic arrived in San Francisco from Hongkong and Yokohama in the unparalleled short passage of 14 days, 15 hours and 20 minutes from the last-named port. Very nearly three years have elapsed since this remarkable performance, and during that time the steamer has been in constant work; long voyages tell very much upon hull, machinery and boilers of most vessels, but seem to affect the Oceanic so little that the determination to send the ship home for "repairs" must be a joke. Leaving Yokohama at 5 a.m. on the 13th August, the Oceanic was lucky in the matter of weather, having nothing but moderate southerly winds and smooth sea all through the passage. Off Point Reyes she was detained two hours in a dense fog, but Fort Point was passed at 5.15 p.m. on the 26th August, concluding the passage in 14 days, 5 hours and 45 minutes, or 9 hours 35 minutes less than the passage in December, 1876. We should mention that the total steaming time from Hongkong via Amoy and Yokohama to San Francisco on the last occasion, was 474 hours.

The return of this favourite steamer will be welcome, for her reputation among the travelling public is deservedly great for speed and sea-going qualities, and the courtesy and ability of Captain Metcalfe and all his officers are well known and appreciated.

The Oceanic is to proceed to Liverpool via the Suez Canal, a circumstance which offers an excellent opportunity for a run to Europe. The passage money to Liverpool is fixed at the very moderate figure of \$800.—*Japan Gazette*, Oct. 4.

## China.

SHANGHAI.

(News.)

The British barque Oscar Vidal, Captain Robinson, belonging to Messrs. Nils Müller and Co., has made the passage from Nagasaki in forty-eight hours. She left that port on the 1st inst., and arrived at Woosung on the 3rd, having had fresh northerly winds throughout the passage.

The M.M. steamer Tiger was taken down to Woosung yesterday (6th), in order to avoid all possible chance of detention by the Woosung Bar on Saturday next, the day for departure of the mail for Europe. It is certainly becoming a pretty state of affairs, when a mail not be stopped for want of water on a river bar, has to be sent nearly fourteen miles from her port of loading! When will somebody move earnestly and perseveringly in this matter? It is impossible for the Press to say more than it has said in regard to it; what is wanted now is a long, strong and steady pull together on the part of the Ministers of the different nationalities at Peking, and an unmistakable showing to Prince Kung and Company that the bar is by no means the "Heaven-sent barrier" they have managed to make it appear for so many years past. Never before this season has the Woosung Bar so forcibly shown its blockading powers—and now, therefore, is the time to agitate, and that unequivocally.

Mr. C. J. Ashley, sailmaker and chief engineer of the Fire Department, is now engaged moving his two-story, four-roomed wooden framed house from the corner of

Miller and Boon Roads, Hongkow, to a site on the road leading to the rifle butts. Not a particle of furniture has been removed from the rooms, and though the house has been raised from the position it has occupied, we believe, since 1863, and removed half-way to its destination, the plastering has not cracked, the pictures have remained on the walls; and while in transit the family have used the house continually. Launched ways are used as the means of progression, and we believe that this is the first time, anything of the kind has been attempted at Shanghai, and the mere novelty of the thing alone deserves that it should be successful.

## (Courier.)

A Volunteer at the ranges this morning made some excellent shooting. His score showed 94 points out of a possible 105. He made eight consecutive bullseyes, his best shooting being at the longest range.

We record with deep feelings of regret the decease, on the 6th instant, of the Right Reverend William Armstrong Russell, D.D., Bishop in North China. Dr. Russell was born in 1821, graduated at Trinity College, Dublin, and sailed for China in 1847. In 1872 he was consecrated Bishop in Westminster Abbey. The late Bishop was a wise and judicious pastor of the Church of Christ, and secured the warm affection and sincere respect of all those who had any relations with him. He was an indefatigable missionary, and a diligent student. The greater part of the New Testament and portions of the Old, as well as the Book of Common Prayer, were rendered by him into colloquial Chinese of the Chekiang province. Bishop Russell has everywhere and always secured the regard of the foreign residents in China, and by the natives he was revered and beloved.

Quite a number of visitors are partaking (Sep. 24) of the hospitality of the British Legation, at Peking, including General Reverend William Armstrong Russell, D.D., Bishop in North China. Dr. Russell was born in 1821, graduated at Trinity College, Dublin, and sailed for China in 1847. In 1872 he was consecrated Bishop in Westminster Abbey. The late Bishop was a wise and judicious pastor of the Church of Christ, and secured the warm affection and sincere respect of all those who had any relations with him. He was an indefatigable missionary, and a diligent student. The greater part of the New Testament and portions of the Old, as well as the Book of Common Prayer, were rendered by him into colloquial Chinese of the Chekiang province. Bishop Russell has everywhere and always secured the regard of the foreign residents in China, and by the natives he was revered and beloved.

His Lordship: I see that will be altered by the new rules, which come in force on the 1st September next year.

Mr. Russell, next quoted from Boyd's Merchant Shipping Laws, to the effect that there is no precise rule laid down as to what should be done where one vessel overtakes another.

The locality and the whole circumstances of the collision had to be considered.

That was in Boyd's note on the Shipping Laws. There was a case in which two steamers were coming down the Hudson River, their courses differing some eight points (in this case it was said that the course of the junk and the barque differed by some five points); they were held to come within this rule by the American Court, and the hindmost held to blame.

It was laid down there that the onus of proving that she was not to blame lay on the hindmost vessel. It might be asked why did the people on the junk not see the steamer's light before she was upon them?

They were engaged in watching for the other junk with which they were fishing; and she was on the starboard side; the steamer and also the man on the lookout had their attention devoted to her.

Mr. Russell then called the following evidence:

Sin King Loy: I am master of a fishing junk, the Loy Hop, and sole owner. She was a two-masted boat of 300 piculs. On the 11th September I sailed from Macao. We got to Cheung Chow and remained some days, because there was wind blowing. I recollect the 21st of September. There were twelve persons on board including myself. We left Cheung Chow on the 16th September. For several days between the 16th and 21st we were fishing. There were other junk fishing, but they were a long way off. We were fishing in pairs; there was another junk with us. We stopped fishing at 9 o'clock on the night of the 21st September. We sailed eastward, making for Hongkong; we got as far as Ning Ting on the end of the Lamina. Our course was to northward of east. I do not understand the foreign compass. Sheen a diagram of a foreign compass, witness places his junk's head at N. E. by E. I was making for Victoria. There were hills between the lighthouse and junk. I first saw the light about dusk. Sometimes it was shaded by the hills. I was coming in by Green Island side, the west. Shortly before midnight the steamer called my attention to something. I was preparing congee for the men. He said, "There is a large ship sailing up." I then ran to the stern of the junk and found it was so. I was sitting making the congee abaft the main-mast. She was only about 5 cheongs off, (about 60 feet.) The steamer was standing at the helm, on the port side. There were seven or eight women and sailors on deck. The children were asleep down below. I called out to the ship to alter her course. She soon came up upon us, striking us on the stern port side: (manner of collision explained by accompanying model). I called out "Save life" as soon as we were struck. We were struck on the port quarter of the stern by the Gustav's bows. The ship passed along the junk's side and the bowsprit got entangled in the rigging. The port side of the stern was broken. The women called the children up. Our bows went under. There was a hole in the starboard bows of the ship. I called all hands to come up, and they did so. We all got on to the barque. Afterwards the sails fell down over the fire and the masts broke. The foremast fell over and the lantern on it was gone. The bows sank, and the water came up to the mast. I said to the Chinaman on the barque "Ask the Captain to lend me a boat to go and get our trunks." He went to the Captain. When he returned he told me they would not send a boat. This was just when we went on board. Next morning they brought us to Hongkong. About the time it would take to eat two or three meals of rice (about two hours), I saw the large fire. The only lights on the junk were the large fire cooking the congee, and three lanterns, one on each side, and one on the forecastle. The latter was burning; I lighted it myself about dusk. It burned brightly. The wind was northerly a little to the west. This was outside Ha-may, at the end of the Lamina. It would take about four hours with a fair wind to come from the place of collision to Victoria by Green Island. We were not sailing very fast. Our sails were only half up. When I got on board the barque I only saw one Chinaman at first. After we were all on board I saw two foreigners coming towards me. Every one on the junk called out "Save life" when the collision occurred.

Cross-examined by Mr. Hayllar: We were sailing eastward outside Ling Ting. We did not tack that night. We raised our sails and sailed a straight course. Cape D'Agulier light can be seen all the way from Ling Ting, but at the time of the collision a part of the Lamina Island shaded the light.

Both the junks had lamps; as it was necessary for them to keep clear of each other while they were fishing together. The other junk was at this time a little on the

starboard bow of the Loy Hop. Immediately the noise was made the women went down and brought up the children on deck; almost immediately after that the ship they had seen, which turned out to be the Gustav, struck the junk on the stern on the port side, right on the corner. The barque then rushed along the port side of the junk and got her bowsprit entangled in the sails of the junk. This held the junk up for a time and allowed of all the people on board being saved. They state that the men and women scrambled up the chains and got on board the Gustav, bringing the children ashore with them. They also state that when they first got on board they saw no European whatever; the only person they saw was a Chinaman, who turned out to be the cook of the Gustav. He helped some of them to get up there. After all those belonging to the junk were on board, then two Europeans came along. The wrecked people told the captain that they wanted a boat to be lowered so that they might have some of their effects from the junk, but nothing was done to let them secure anything. Afterwards the junk was seen to be on fire; it was supposed that the sails had fallen down and had been set fire to by the fire the master had been cooking the congee with. Although he was able to prove in this case that the junk had a light, as a question of law he would put it that it was not necessary that the junk should have a light. It was the duty of the Gustav coming on to their stern to keep clear of the junk. The 17th rule of the Road at Sea was that "any vessel overtaking another vessel shall keep out of the way of the said last-mentioned vessel." That rule applied to all vessels, steamers and sailing ships alike.

His Lordship: I see that will be altered by the new rules, which come in force on the 1st September next year.

Mr. Russell, next quoted from Boyd's Merchant Shipping Laws, to the effect that there is no precise rule laid down as to what should be done where one vessel overtakes another.

The locality and the whole circumstances of the collision had to be considered.

That was in Boyd's note on the Shipping Laws. There was a case in which two steamers were coming down the Hudson River, their courses differing some eight points (in this case it was said that the course of the junk and the barque differed by some five points); they were held to come within this rule by the American Court, and the hindmost held to blame.

It was laid down there that the onus of proving that she was not to blame lay on the hindmost vessel. It might be asked why did the people on the junk not see the steamer's light before she was upon them?

They were engaged in watching for the other junk with which they were fishing; and she was on the starboard side; the steamer and also the man on the lookout had their attention devoted to her.

Mr. Russell then called the following evidence:

Sin King Loy: I am master of a fishing junk, the Loy Hop, and sole owner. She was a two-masted boat of 300 piculs. On the 11th September I sailed from Macao. We got to Cheung Chow and remained some days, because there was wind blowing.

I recollect the 21st of September. There were twelve persons on board including myself. We left Cheung Chow on the 16th September. For several days between the 16th and 21st we were fishing. There were other junk fishing, but they were a long way off. We were fishing in pairs; there was another junk with us. We stopped fishing at 9 o'clock on the night of the 21st September. We sailed eastward, making for Hongkong; we got as far as Ning Ting on the end of the Lamina. Our course was to northward of east. I do not understand the foreign compass. Sheen a diagram of a foreign compass, witness places his junk's head at N. E. by E. I was making for Victoria. There were hills between the lighthouse and junk. I first saw the light about dusk. Sometimes it was shaded by the hills. I was coming in by Green Island side, the west. Shortly before midnight the steamer called my attention to something. I was preparing congee for the men. He said, "There is a large ship sailing up." I then ran to the stern of the junk and found it was so. I was sitting making the congee abaft the main-mast. She was only about 5 cheongs off, (about 60 feet.) The steamer was standing at the helm, on the port side. There were seven or eight women and sailors on deck. The children were asleep down below. I called out to the ship to alter her course. She soon came up upon us, striking us on the stern port side: (manner of collision explained by accompanying model). I called out "Save life" as soon as we were struck. We were struck on the port quarter of the stern by the Gustav's bows. The ship passed along the junk's side and the bowsprit got entangled in the rigging. The port side of the stern was broken. The women called the children up. Our bows went under. There was a hole in the starboard bows of the ship. I called all hands to come up, and they did so. We all got on to the barque. Afterwards the sails fell down over the fire and the masts broke. The foremast fell over and the lantern on it was gone. The bows sank, and the water came up to the mast. I said to the Chinaman on the barque "Ask the Captain to lend me a boat to go and get our trunks." He went to the Captain. When he returned he told me they would not send a boat. This was just when we went on board. Next morning they brought us to Hongkong. About the time it would take to eat two or three meals of rice (about two hours), I saw the large fire. The only lights on the junk were the large fire cooking the congee, and three lanterns, one on each side, and one on the forecastle. The latter was burning; I lighted it myself about dusk. It burned brightly. The wind was northerly a little to the west. This was outside Ha-may, at the end of the Lamina. It would take about four hours with a fair wind to come from the place of collision to Victoria by Green Island. We were not sailing very fast. Our sails were only half up. When I got on board the barque I only saw one Chinaman at first. After we were all on board I saw two foreigners coming towards me. Every one on the junk called out "Save life" when the collision occurred.

Cross-examined by Mr. Hayllar: We were sailing eastward outside Ling Ting. We did not tack that night. We raised our sails and sailed a straight course. Cape D'Agulier light can be seen all the way from Ling Ting, but at the time of the collision a part of the Lamina Island shaded the light.

Both the junks had lamps; as it was necessary for them to keep clear of each other while they were fishing together. The other junk was at this time a little on the

starboard bow of the vessel. It was not very dark; we could see the stars; there were occasional showers.

we were not guiding the ship by Cape D'Agulier light. The sails had not been turned. There are two ways, a broad and a narrow channel; I wished to come in by the broad channel. We were out in the open and could come in any direction. We had not turned. I put up the lantern as soon as it was dark. I put it up with my own hands. I bought the lantern in Macao. The sails were only half up. They were mat sails. The lantern was hauled up to the top of the mast, on the port side. The stern of my junk was not very high. The scaffolding at the stern was very high. I do not know whether the steersman was sitting or standing. He could see over the stern either sitting or standing. There is a high stool on which they sit when steering. I called out to the barque to change the course; we also attempted to change, but could not do it in time; we tried to get out of the way, but the vessel did not answer her helm. There was not time; the barque was too near. Fishing boats do not calculate their rate of sailing by the hour. The junk was first struck astern. The barque struck us on the stern, and then ran along the port side, turning the junk a little over. The mast broke over, but I did not see the foremast nor the light. This was before we were crammed up on the barque. The mast fell over on the starboard side. I lost sight of the foremast and the light in the collision. I am sure that the fire was not my junk burning. We did not receive any assistance by ropes from the people in the barque. I declare there were no ropes thrown to us; the Chinaman gave us his hand to help us up, that was all the help we got. The Captain asked us to go back to our junk. I said she could not hold anybody. The other fishing junk was close at hand; we were not able to go on board her. When I went on board the vessel I could not see the junk.

Re-examined:—I have seen the burnt mats picked up at Yow-mah-nee, and I know the burnt mats were thrown up by the Chinaman. There were no junks near us except the one that had been fishing with us. There were no others in view. I have seen our companion since and she had no appearance of fire.

To Capt. Thomsett:—I did not see the other junk follow us, but I know she did as she arrived next day. We had completed our fishing at 9 o'clock, and were making for Victoria. We sailed slowly. When the bowsprit of the Gustav got foul of the rigging it kept the junk from sinking. It was cut away, but I do not know by whom. The Chinaman helped me up, and then he and I assisted the others. The collision took place between one and two hundred yards from the land. The lamp was lighted at dusk, and was trimmed again only a short time before the collision.

Court adjourned at 1 o'clock till 2.30 for to-morrow to allow the assessors to attend to such office duties as were pressing.

On resuming:

Kwok Ayon, who was steering the junk at the time the collision took place, was the first witness examined. He generally corroborated the first witness with regard to the way in which the barque ran into the junk and as to there being no Europeans on deck when they got on board the Gustav.

He was a Chinaman in the starboard bows of the ship. I was not able to see the light at daylight and were told there was none; at noon they got a few biscuits, and there was some tea also there. The children were treated in the same way. They had nothing to eat for twelve hours after they got on board. He also corroborated the master of the junk as to the light being burning brightly, and generally as the whole circumstances of the collision.

Cross-examined, he explained that the junk was making for shelter as quickly as he could as they expected a typhoon that night. He denied as strongly as the first witness that any European helped those who were in the junk to get on board. There were no ropes thrown over to help them

## NOTICES OF FIRMS.

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN FAIRBAIRN in our Firm here and in Yokohama, CEASED on the 31st March, 1879.

LANE, CRAWFORD & Co.  
Hongkong, October 6, 1879. no. 6

## NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMMERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER  
AND  
COMMISSION AGENT.

All GOODS intrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.

Hongkong, July 1, 1879.

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. C. BRAUN in our Firm, CEASED on the 23rd September A.D.

Mr. C. STIEBEL is authorized to sign our Firm.

REISS & Co.,  
Hongkong, Shanghai, Yokohama.  
Hongkong, October 3, 1879. ja3

## NOTICE.

FROM THE 1ST OF OCTOBER, Dr. EASTLACKE will receive his PATIENTS at his new DENTAL ROOMS, NO. 60, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

## INTIMATIONS.

## CONSULAT DE FRANCE.

LE Gouvernement de la Cochinchine mettra en adjudication le 3 Novembre prochain un SERVICE MENSUEL et DIRECT PAR BATEAU à VAPEUR entre Saigon, le Tongqui, et Poulo-Condor.

Le cahier des charges peut être consulté à la Chancellerie du Consulat de France.

Hongkong, le 9 Octobre, 1879.

Le Chancelier p.i.,  
2609 J. LE GLAY.

## FRENCH CONSULATE.

THE Government of Cochinchina invites TENDERS for a DIRECT MONTHLY SERVICE by STEAMER between Saigon, Tongqui, and Poulo-Condor; tenders to be opened on the 3rd November next.

Full Particulars may be seen at the French Consulate.

J. LE GLAY,  
Acting Chanceller.

Hongkong, October 9, 1879. 0028

## NOTICE.

MONS. E. BERNARD, from SHANGHAI, from which Port he has numerous Certificates, begs to announce to the Public of Hongkong that he is prepared to attend EVENING PARTIES, ENTERTAINMENTS, &c., with a FULL BAND of EIGHT INSTRUMENTALISTS.

Half the Band may also be hired as a String Band.

Terms, which are moderate, will be given on application.

E. BERNARD,  
No. 4, Peel Street.  
Hongkong, October 7, 1879. 0014

## COSMOPOLITAN DOCKS.

W. B. SPRATT & Co. have lately added an extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.

The DIMENSIONS of the DOCK are:—460 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft.

Office, 20, PRAYA CENTRAL, HONGKONG.  
Hongkong, October 4, 1879. 4080

## NOTICE.

A RESIDENCE wanted by the 31st Instant. The CAINE ROAD or that NEIGHBOURHOOD preferred.

Apply to  
THE BORNEO COMPANY, LTD.  
Hongkong, October 1, 1879.

## CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st OCTOBER next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, August 2, 1879. no. 1

## SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

FREDERIC ALGAR,  
COLONIAL, NEWSPAPER & COMMIS-  
SION AGENT,  
11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

## NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

## INTIMATIONS.

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATTHESON & Co.,  
General Managers.  
Hongkong, July 24, 1879. oc31

## DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

## NOTICE.

## OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A TENTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 13th October, Payable at the Office of the Liquidators, on MONDAY, 20th October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th July, inclusive.

By Order,  
RUSSELL & Co.,  
Liquidators.  
Shanghai, October 1, 1879. no. 6

## YANGTSE INSURANCE ASSOCIATION.

## NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,  
Agents.  
Hongkong, May 5, 1879.

Volume Eighth of the  
"CHINA REVIEW."

## Now Ready.

## No. 1.—Vol. VIII.

## OF THE

## "CHINA REVIEW"

## CONTAINS

Translations from the Lü-lü, or General Code of Laws.

New Cantonese Words.

Translations of Chinese School-books.

The Ballads of the Shih-king.

Nestorian at Canton.

Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung.

Brief Sketches from the Life of K'ung-ming.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Worship of the Emperor's Tablet.

Snake Bites.

A Terra-cotta Vase with supposed Chinese Inscription discovered by Dr. Schliebenau, at Hisarlik (with illustrations).

Opium Consumption in China.

Official Usurers.

Heraldic and other Designations.

Coins of the Ming.

A Porcelain "Cobin" (with woodcut).

Books Wanted, Exchanges, &c.

Hongkong, September 26, 1879.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 66 cents) \$12 per annum.

Orders should be sent to Geo. MURRAY BAIN, China Mail Office, 2, Wyndham Street, London.

Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

## INTIMATIONS.

## HONGKONG WHARF &amp; GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also, entire GODOWNS to be let.

MEYER & Co.  
Hongkong, October 1, 1879. no. 1

## NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

## RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, Sept. 3, 1879. See 80

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT

SAYD, NAPLES, AND

MARSEILLES;

ALSO,

PONDICHERY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

## NOTICE.

FROM LONDON, SINGAPORE AND PENANG.

THE Steamship Lord of the Isles having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the GODOWNS of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, October 7, 1879. oc14

## NOTICE TO CONSIGNEES.

FROM LONDON, SINGAPORE AND PENANG.

THE Steamship Lord of the Isles having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the GODOWNS of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. to-morrow, the 9th instant.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMENS & Co.,

Agents.

Hongkong, October 8, 1879. oc15

## NOTICE TO CONSIGNEES.